

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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Durres

1. The most important factory at Durres is the NDSHGOMA (Undermarrje Shtetnore Come, State Rubber Factory). The main work at this factory is the repair of old tires. Some rubber articles are also made. Raw rubber is not believed to be imported. Old tires are melted down and the rubber used again. The site is off the main road which leads to the harbor before entering the center of the town.
2. The tobacco factory is on the right of the main road from Tirana at the entrance to the town.
3. The principal flour mill is on the left of the main road roughly opposite the tobacco factory. Approximately 150 members of the mill joined Shnum (the para-military organization), so that the number of employees is estimated at between 150 and 200.

Fier

4. The cotton plant (or Kombinat'I Pambukut) is on the east side of the road to Vlone, about 1 to 1½ km south of Fier town. It is a building of roughly F shape. The main building is 50 - 60 m. in length and contains machinery, while the two wings contain raw cotton stores and baling facilities. It is a ginning plant only and the product is sent to the Stalin plant at Tirana.

Sarande

5. There are no factories at Sarande. The main industry of the district is citrus fruit. Fully 80% of this industry's production goes to the Soviet Union. Second industry is olive growing. The town has electricity for lighting purposes, but there is no knowledge of any new power station.¹ There is a primitive fish saltery.
6. The government has devoted attention to the fishing industry which was underdeveloped. The Albanian Workers' (Communist) Party has urged on the

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Government the importance of setting up a canning industry for fish and other products.

Shkoder

7. There is no textile factory at Shkoder. There is however, a machine knitting factory. Its production is knitted material, not garments. This factory was an old privately-owned one, taken over by the present regime. All the work is done by machines. There are at least 150 women workers.
8. The most important tobacco factory in the country is in Shkoder. Tobacco grown in the district is among the best.
9. Other industries in Shkoder are the old cement plant, and a state experimental farm for stock and agriculture.

Oil Industry

10. At Kucove oil field (Stalin town) there is a refinery, originally built before or during the war by the Italians, but believed to have been improved by the present regime. It produces petrol, paraffin and gasoil.
11. Work at the Kucove oil refinery has not progressed satisfactorily. Between 1949 and 1952 the local Party Committee was changed three times. Accusations were made of failure in the performance of duty, anti-Sovietization, and failure to employ Soviet methods. Piro Kondi of the Albanian Workers' (Communist) Party was sent as a special investigator to Kucove. Other party and government functionaries including Mehmet Shehu, Spiro Koleva and Liro Belishova made a tour of inspection of the oil refinery.
12. Some wells at Kucove have dried up and production has decreased whereas the oil field further west at Patos is on the increase.
13. In 1952, Soviet Engineers had claimed the existence of an oil 'river' under Fier town (not far from Patos) and they even proposed the demolition of the town in order to exploit this source for oil.
14. Kucove is an oil town. There are shops and all necessary institutions and everyone there is in some way connected with the oilfield.

State Farm

15. At Sukth, on the Tirana side of Shijak, is one of the largest State farms. It is engaged in agriculture and stock raising. All cultivation is done by MTS (machine tractor station?). There are no draft animals. There are model cow-sheds but no electric milking. True statistics of production are not known, and officially published figures are certainly faked.

Motor Pools

16. The main "Motor Pools" are at Tirana, Shkoder, Durrës, Vlone, and Elbasan. They are enclosed parking yards and garage workshops. There are smaller motor pools at other towns. All are under the Ministry of Communications.
17. Vehicles in those motor pools are used principally by official authorities for miscellaneous needs and crop collections. The state undertakings have their own transport, but they can requisition vehicles from these pools in case of need. Passenger motor-buses are perhaps the largest users of these motor pools.

Bus Services

18. Buses service all main towns out of Tirana, and there are subsidiary services from these towns to smaller towns. The main services are all by bus, the subsidiary services mostly by truck.
19. Main bus services are:

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Tirana-Korce, 3 trips each way daily.

Note: The service passes Elbasan but the public is not allowed to travel from Tirana to Elbasan by bus but only by train. If a person wishes to go from Elbasan to Korce he must reserve a seat on the bus from Tirana and pay the whole fare while he travels from Tirana to Elbasan by train.

Tirana-Gjinokaster, 2 trips on the bus each way daily.

Route: Durres, Lushnje, Vlone, Tepelene.

Tirana-Shkoder, 2 trips each way daily.

Tirana-Berat, 1 trip each way daily.

Tirana-Vlone, 1 trip each way daily

Tirana-Peshkopi, 1 trip each way daily.

Route: Milot, Burrel.

Shkoder-Kukes, 1 trip each way daily, truck.

Shkoder-Kolgecaj, 1 trip each way daily, truck.

Route: Puke-Shemri-Kolgecaj, not touching Kukes. The new road from Shemri to Kolgecaj is good but narrow, and there are frequent bays to make passing possible.

Elbasan-Gramsh, 1 trip each way daily, truck.

Korce-Erseke, 1 trip each way daily, truck.

Berat-Corovode (Skrapar), 1 trip each way daily, truck.

Roads

20. The Gramsh Maliq as a short route to Korce, is a purely strategic road. Work on this road was done only by the Army Engineers and troops and was not finished in 1952.
21. Good roads, asphalted and well maintained, are:
Tirana-Elbasan; Tirana-Durres-Vlone; Lushnje-Berat; Tirana-Shkoder, (this is very good to Lesh; from there on it is very bad but it is being thoroughly relaid and asphalted, and may be finished by 1954.)
22. Bad roads, not asphalted, and maintained inefficiently are:
Shkoder-Kukes; Tepelene-Permet; Berat-Corovode; Vlone-Sarande-Konispol (casual repairs with earth but no real maintenance; not used by through services).
Tirana-Kruje-Burrel. Vlone-Tepelene, (poor road, with many turns).
Tepelene-Gjinokaster.
23. The road Librazhd-Peshkope was not used for transport. Officers used to use it by jeep. The only approach used for Peshkopi was via Burrel, and mostly via Milot. The Kruje-Burrel road is neglected and not much in use. There was no road from Babinot (Elbasan) to Peshkopi in 1952.

Comment:

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1. Sarande has a 1,000 kilowatts, 200 volts, power station.

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2. Piro Kondi has been described as a member-candidate of the Central Committee of the Albanian Workers' Party.

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